

Federal Policy Update



June 2017

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Bike Walk Action

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Public Private Partnership



Agenda

- Tax Reform
- Update on Infrastructure package and budget
 - Potential action alerts coming...



Tax Reform

Tax Reform

- New Funding for Transportation
 - Long term sustainable funding for Transportation
 - Vs.
 - One time infusion of cash
-
- Changes to Commuter benefits

Funding for Transportation

- Administration- One time infusion for Infrastructure Package
 - Repatriation of investments
 - Selling or leasing transportation assets



- Congress- Long term sustainable funding

Highway Trust Fund

- Funding account for transportation
- Funded through:
 - Gas tax- 18.4 cents per gallon
 - Diesel tax- 24.4 cents per gallon
 - Related excise taxes
- Can only be used for Transportation costs

Highway Trust Fund

- Highway Trust fund revenue
 - Has not kept pace with spending
 - Since ~2010 Congress has had to put general funds into HTF to keep it solvent

Gas tax has not been raised since 1993

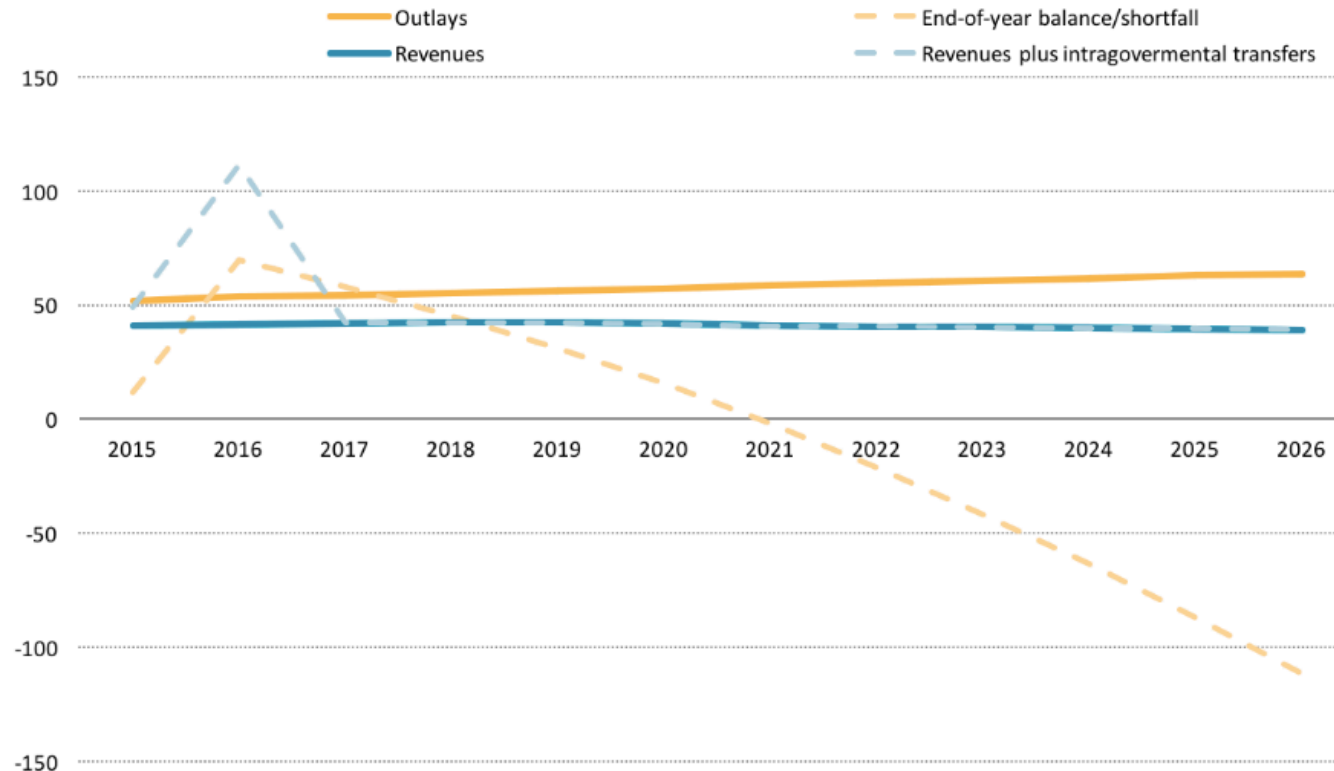
- Not indexed to inflation
- Construction costs, etc. have increased
- Move towards Higher CAFÉ standards and electric vehicles hurt income

Highway Trust Fund

FIGURE 2

Highway Trust Fund Account Projections, 2015-2016

Billions of dollars



Source: Congressional Budget Office. 2016. *An Update to the Budget and Economic Outlook: 2016 to 2026*.

Need for Sustainable Funding

Congress of the United States
Washington, DC 20515

June 12, 2017

The Honorable Kevin Brady
Chairman
Committee on Ways and Means
U.S. House of Representatives
Washington, DC 20515

The Honorable Richard Neal
Ranking Member
Committee on Ways and Means
U.S. House of Representatives
Washington, DC 20515

Dear Chairman Brady and Ranking Member Neal:

As the Committee on Ways and Means continues to work toward a much-needed update of the U.S. tax code, you have an opportunity to fix the Highway Trust Fund (HTF). A long-term solution to the HTF structural revenue deficit would promote increased transportation infrastructure investment and meaningful economic growth in every state.

- Led by Rep Graves (R-MO) and Del Norton (D-DC)
- 2nd ranking R and D on House Transportation & Infrastructure Committee
- Signed by 250 Members of the House!

User fee increase?

When Pennsylvania raised taxes to pay for transportation

- Rural Republicans didn't want to subsidize transit in Philly
- PA DOT did an analysis- showed that Rural roads subsidized by 50-70%



Commuter Benefits

Parking Benefit

- Pre-tax
- Up to \$255/month



Transit Benefit

- Pre-tax
- Up to \$255/month



Bike Benefit

- Post-tax
- Up to \$20/month



Commuter Benefits

- Defense- Maintain commuter benefits
- Offense-
 - Improve bike benefit
 - Work with transit benefit
 - Make it easier for employers to use and report
 - Parking benefit
 - Make ride share eligible



Infrastructure Package

White House 4 prong Approach

- Cut inefficient / non-federal programs
- **Remove/ Reduce regulations**
- Public Private Partnerships
- Direct Investment - \$200 Billion



Streamlining Regulations

- Part of President Trump's Infrastructure plan
 - Reduce permitting process from 10 to 2 years.
 - Announced a council to review rules
 - A public dashboard to follow project permitting process.



Public Comment Period

The DOT is reviewing its existing:

- Policy statements
- Guidance documents
- Regulations

To identify unnecessary obstacles to
transportation infrastructure projects

Comments due July 24th

To Comment:
Go to [regulations.gov](https://www.regulations.gov)
Search for ID: DOT-
OST-2017-0057-0001

How this effects Biking and Walking

Environmental Review

- Categorical Exclusions (CE)
 - Allow shorter reviews for projects
 - Within in the disturbed right of way
 - Less than \$5 million
 - Bicycle and Pedestrian projects



City of Austin, TX



Culver City, CA



Houston, TX Bike Plan

Categorical Exclusions

- Federal Highways Administration
 - CE process is unclear
 - Many states do full reviews for CEs
 - Spend \$40,000 for permits to build \$100,000 sidewalk
- Federal Transit Administration
 - Has template for CEs
 - Much easier to use
- Suggest use FTA template for all CEs

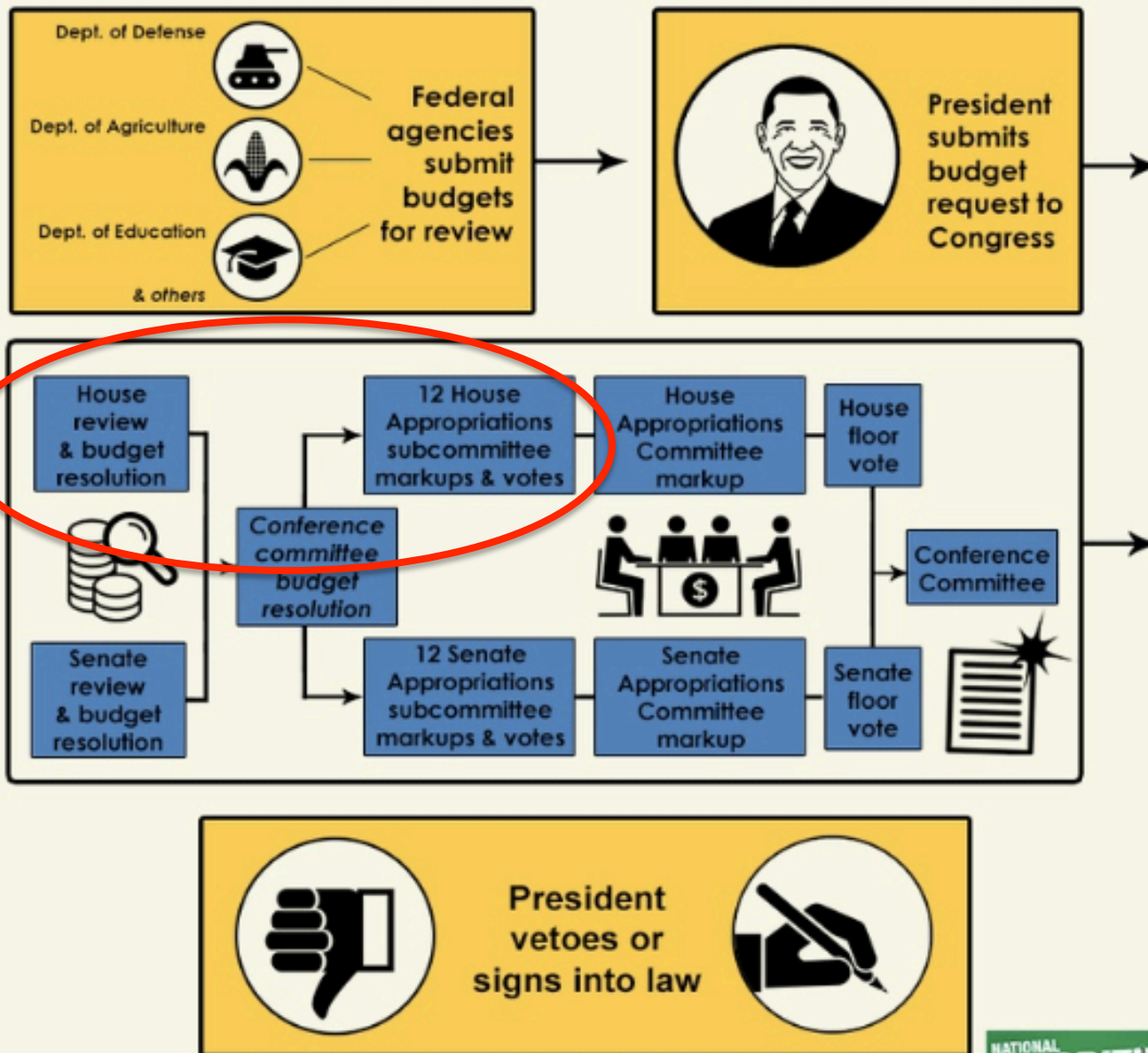
Manual on Uniform Traffic Control Devices (MUTCD)

- Creates rules for traffic control devices
(traffic signs, pavement markings, traffic signals)
- Purpose: to create conformity across the country (stop signs are always red)
- Problem: Makes it difficult to try innovative bike lane treatments
- Suggestion: The process to revise the manual takes too long
 - Supposed to be updated every 5 years
 - Last one- 2009; Next one on track for 2021
 - www.bikeleague.org

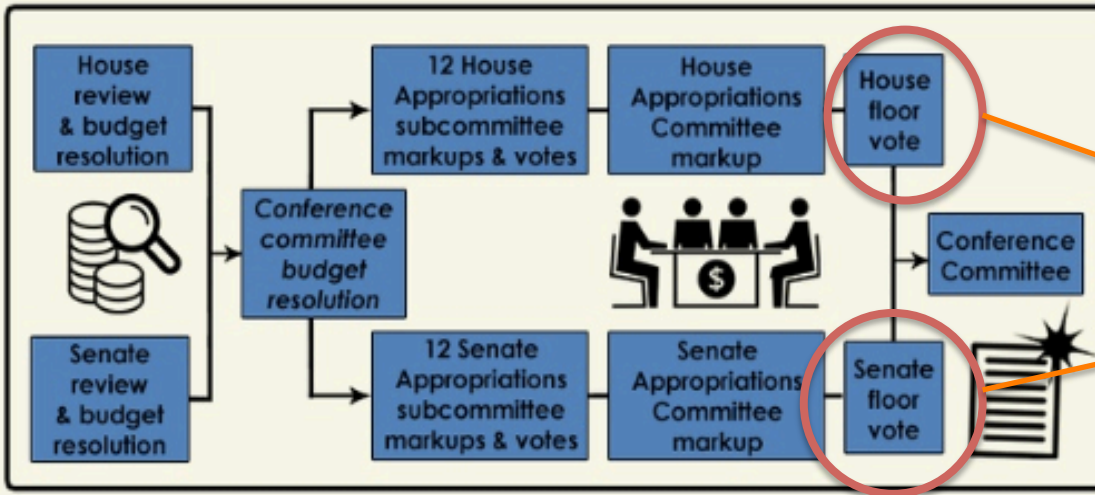
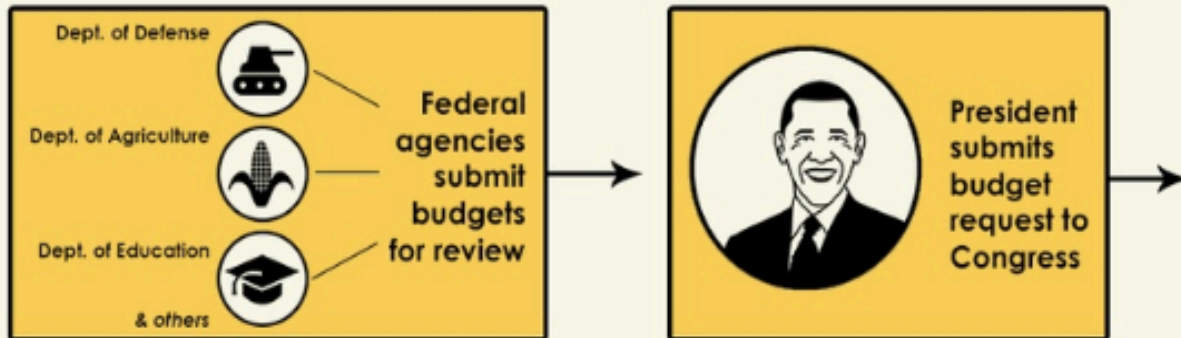


Budget

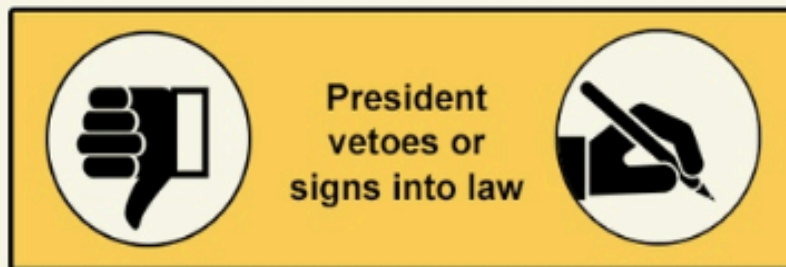
The Annual Federal Budget Process



The Annual Federal Budget Process



Where bike/
ped funding
or eligibility
could be
effected



Have questions , comments or suggestions-
Email me at : Caron@clwconsulting.net

Thank you!

June 28, 2017

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